SR20
IMPROVEMENTS
CANTON TO CUMMING

SCOPING BOOKLET | MAY 2013

Georgia Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

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1.0 Project Description

The Georgia Department of Transportation (GDOT) is sponsoring the preparation of an Environmental Impact Statement (EIS) to identify potential improvements to the State Route (SR) 20 corridor, between the cities of Canton and Cumming, Georgia.

The SR 20 Improvements study area extends for approximately 24 miles, between Interstate (I)-575 in Canton and SR 400 in Cumming, as shown in **Figure 1.0**. From west to east, jurisdictions along the corridor include the city of Canton; unincorporated communities of Buffington, Macedonia, Orange, and Free Home in Cherokee County; as well as the unincorporated community of Ducktown and the city of Cumming in Forsyth County. Existing land uses along the corridor include a mix of suburban and exurban uses including low density residential, strip commercial, and agricultural. Residents and the commuting public experience congestion, limited mobility, and safety issues along this heavily traveled corridor. The SR 20 Improvements project will conduct engineering and environmental studies to evaluate possible alternatives to relieve congestion, improve mobility, and reduce crashes along SR 20 between Canton and Cumming.

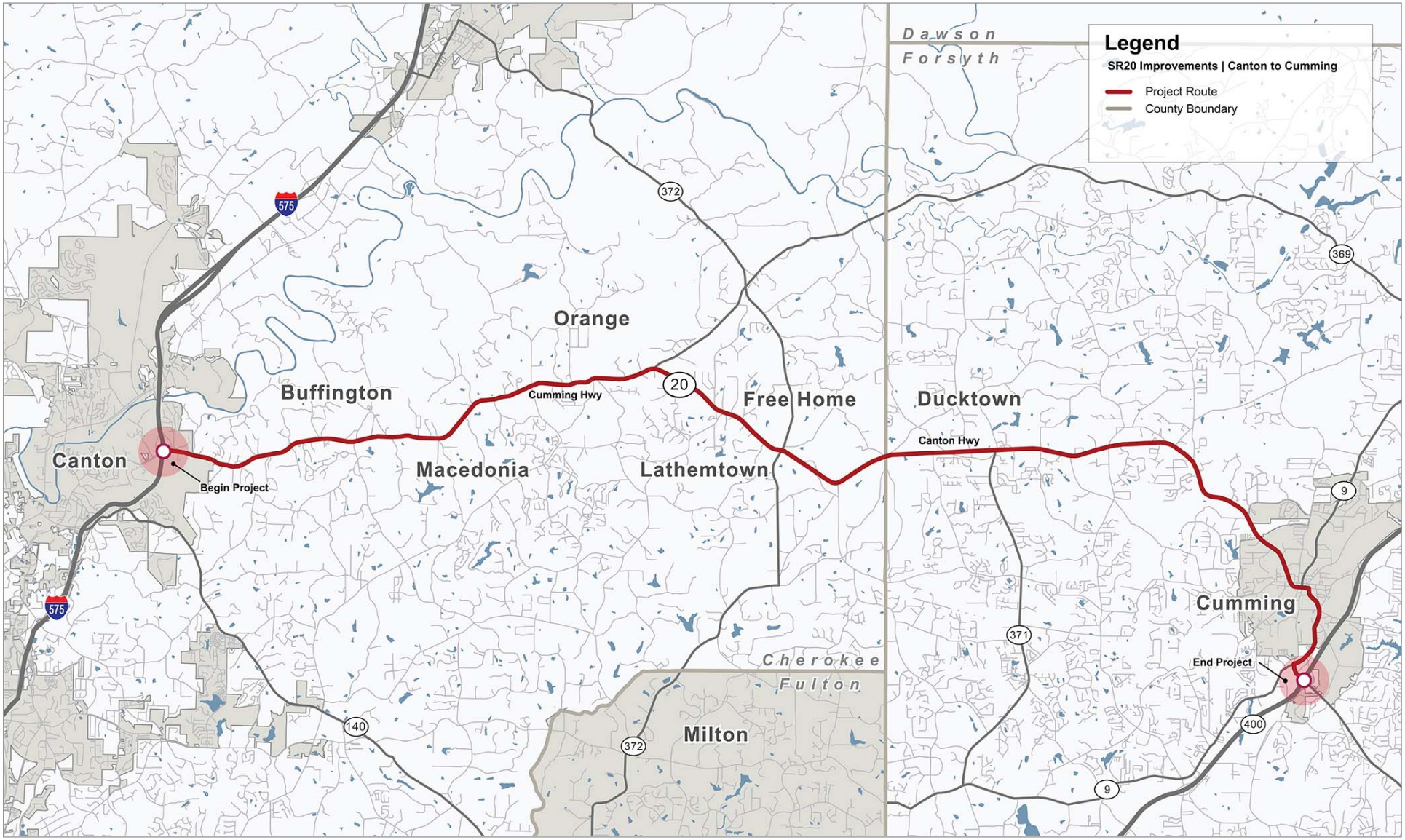
An EIS is a document required by the National Environmental Policy Act (NEPA) for certain Federal actions which significantly affect the quality of the human and natural environment. An EIS is a tool for decision making. It describes the positive and negative environmental effects of a proposed action, and it includes one or more alternative actions that may be chosen to address the transportation needs identified in the EIS. The purpose of NEPA is to promote informed decision-making by Federal agencies by making "detailed information concerning significant environmental impacts" available to both agency leaders and the public. As a framework of providing detailed information concerning environmental impacts, an EIS also serves as a structure for implementing mitigation measures to adversely affected natural and human environment resources.

The Federal Highway Administration (FHWA) will serve as the Federal lead agency for this EIS. The EIS document will be prepared in accordance with, but not limited to, the:

- *National Environmental Policy Act of 1969* [42 United States Code (U.S.C.) § 4332(2)(c)];
- *Section 4(f) of the US Department of Transportation Act of 1966* [49 U.S.C. § 303, as amended];
- *Section 404 of the Clean Water Act of 1977* [33 U.S.C. § 1251];
- *Section 106 of the National Historic Preservation Act*; and
- *FHWA's Regulations on Environmental Impact and Related Procedures* [23 CFR § 771].

GDOT is the project sponsor and the non-Federal lead agency for the SR 20 Improvements from Canton to Cumming EIS. GDOT will be responsible for the preparation, coordination and oversight of appropriate and necessary technical analyses and for the coordination of environmental document preparation, including, but not limited to, agency and public involvement, notifications and coordination with affected agencies, tribal governments, and the public. GDOT will identify the preferred alternative(s) and be responsible for leading the implementation of the selected alternative.

Figure 1.0 : Context Map



Source : Environmental Systems Research Institute (ESRI)

2.0 Purpose of Scoping Process

The purpose of this scoping process is to offer an early and open opportunity for the public and agencies to provide input to the EIS process as it is initiated and for identifying potential significant issues related to the proposed action that should be addressed during the development of the document. The scoping process also helps develop project alternatives for further study. One of the objectives of scoping is to identify the important issues associated with alternatives that will be explained in detail in the EIS, while also limiting consideration and development of issues that are not critical. Agency and public scoping meetings will be held to review the study scope and approach, and to receive comments and suggestions for consideration from agencies and the public. The public and interested parties will be invited via advertising and outreach efforts, while Federal, state and local agencies will be invited by letter.

The scoping period begins the day the Notice of Intent (NOI) is published in the Federal Register. The NOI to prepare an EIS for the SR 20 Improvements from Canton to Cumming project has been published in the Federal Register, which can be found at http://www.gpo.gov/fdsys/pkg/FR-2013-04-11/pdf/2013-08462.pdf, thereby initiating the scoping process. The Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] 1500-1508), Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), as amended by Moving Ahead for Progress in the 21st Century of 2012 (MAP–21) have provided regulations and guidance for implementing NEPA. During this scoping comment period, the FHWA and GDOT will hold one agency scoping meeting and two public scoping meetings to gather input and comments from agencies and the public that will be used in the development of technical studies and the EIS. The agency scoping meeting will include a presentation that highlights the methodologies anticipated in preparation of the EIS and will occur prior to the public scoping meetings. The public scoping meetings will be in an open house format with maps and other displays for viewing, interactive activities to gather feedback, and project team staff and subject matter experts available to address questions and interact with the public one-on-one. A Spanish interpreter will also be present. The public meetings will also be available via internet in a 'virtual public meeting' forum, which will also allow the participant to review the materials and provide a formal comment online. The open house will describe the NEPA process and project schedule, as well as the known issues impacting the corridor. Preliminary information regarding purpose and need, potential alternatives, and existing environmental conditions in the corridor will be presented for review and comment. All meeting participants will be asked to comment on the purpose and need for the project; the study's goals and objectives; alternatives to be evaluated; social, economic or environmental issues of concern; and the Public Involvement Plan (PIP).

Copies of the materials from the scoping meetings, attendance sheets, and verbal and written comments received at the meeting and throughout the scoping comment period will be included in a Final Scoping Report to be prepared at the end of the scoping period and made available to the public. Any verbal comments received from a court reporter or written comments received during the scoping period on the draft purpose and need statement, proposed alternatives, or analytical methodologies will be considered by FHWA and GDOT in developing the final purpose and need statement and determining the alternatives to be analyzed in the EIS.

Agency and public comments will be solicited in response to the scoping information and used to identify reasonable alternatives and issues to be considered in the preparation of the EIS. Section 6002 of SAFETEA-LU, as amended by MAP–21, and 23 CFR 771.111 specify that the lead agencies must provide participating and cooperating agencies and the public the opportunity for involvement during the development of the need and purpose statement and the identification of the range of alternatives to be considered. These opportunities are represented in **Figure 2.0**, Agency and Public Input to Alternatives Development and Evaluation. Once the Alternatives Development process is complete and the detailed evaluation begins, opportunities for continuing input and involvement will exist for the remainder of the project development process, as identified in **Figure 2.2**, Project Framework.

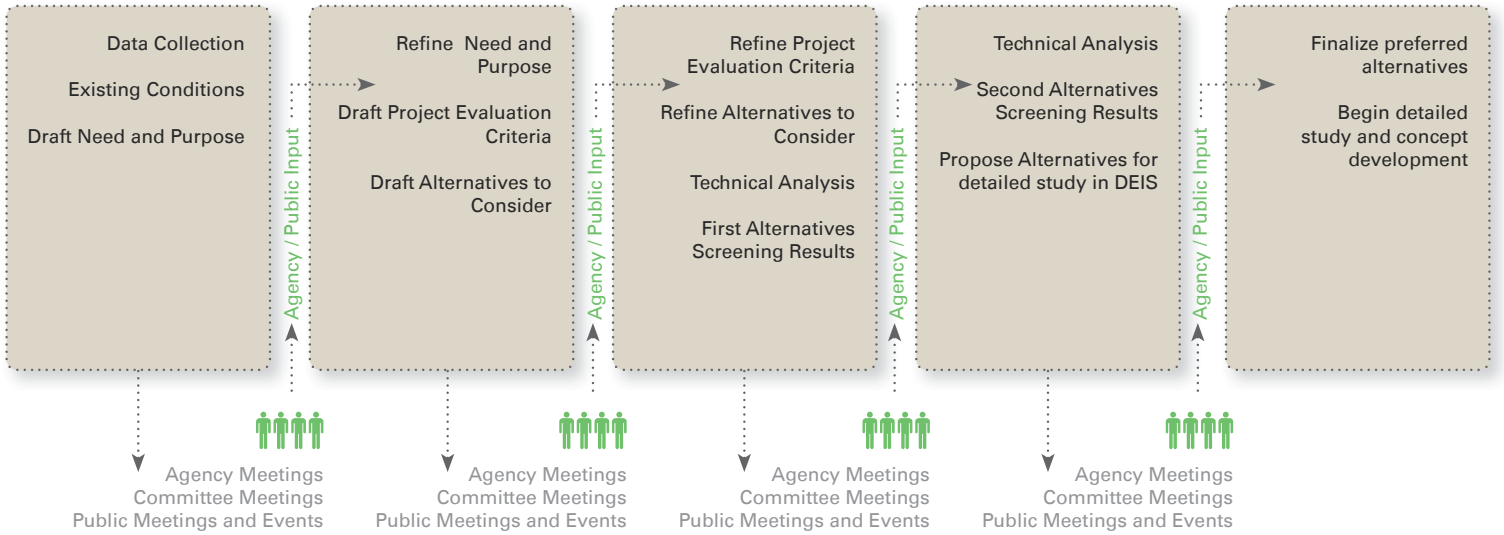
In addition to the open house and virtual open house meetings discussed above, public comment will be solicited at key project coordination points through the use of a Citizen's Advisory Committee, community kiosks and speaker's bureau events, and a project website. More information on each of these techniques is discussed in Sections 7.4 and 7.5 on pages 38 and 39 of this document and detailed in the Public Involvement Plan available at www.dot.ga.gov/sr20improvements.

The Scoping Booklet is intended to inform participants of this project and of the potential features planned for consideration in the EIS.

This Scoping Booklet is organized as follows:

- **Existing Conditions**: Outlines the study area, project history, and defines existing roadway characteristics of the corridor.
- **Need and Purpose**: Describes the transportation and planning issues that the project is intended to address as well as the goals and objectives of the project.
- **Alternatives Development**: Describes the method for identifying build options and discusses the no build option.

Figure 2.0 : Agency and Public Input to Alternatives Development and Evaluation



- **Environmental Analysis Framework**: Describes Federal requirements; EIS organization; and the methodologies for conducting the social, economic and environmental analysis that will be documented in the EIS.
- **Agency and Public Involvement Plan**: Summarizes the agency and public participation program for the project and contact information.
- **Project Contacts**: Provides information on who to contact for project inquiries.

2.1 Scoping Meetings

Public scoping meetings will be held in the vicinity of Canton and Cumming, the eastern and western termini of the study corridor, to solicit public comments on the scope of the EIS. The meetings will run for a three-hour time period in the late afternoon/early evening and consist of an informal open house setting. The public meetings will be held on the following dates and locations:

May 16, 2013 5-8 pm
Otwell Middle School Cafeteria
605 Tribble Gap Road
Cumming, GA 30040

May 21, 2013 5-8 pm
Calvary Baptist Church
137 Hightower Road/ SR 369
Ball Ground, GA 30107

Oral and written comments will be accepted during the public scoping meetings. People will be provided the opportunity to have verbal statements taken by the court reporter. Comments may also be submitted through the project website, or through MetroQuest, a web-based interactive tool that will be available to collect public comment.

Attendees may also fill out comment cards at the meeting site or mail/fax them prior to the end of the 45-day scoping period. Written comments may also be submitted to:

Glenn Bowman, State Environmental Administrator
Attn: Sam Pugh
Georgia Department of Transportation
Office of Environmental Services
One Georgia Center, 16th Floor
600 West Peachtree Street, NW
Atlanta, GA 30308
Phone: 404.631.1167
Email: SR20Improvements@dot.ga.gov

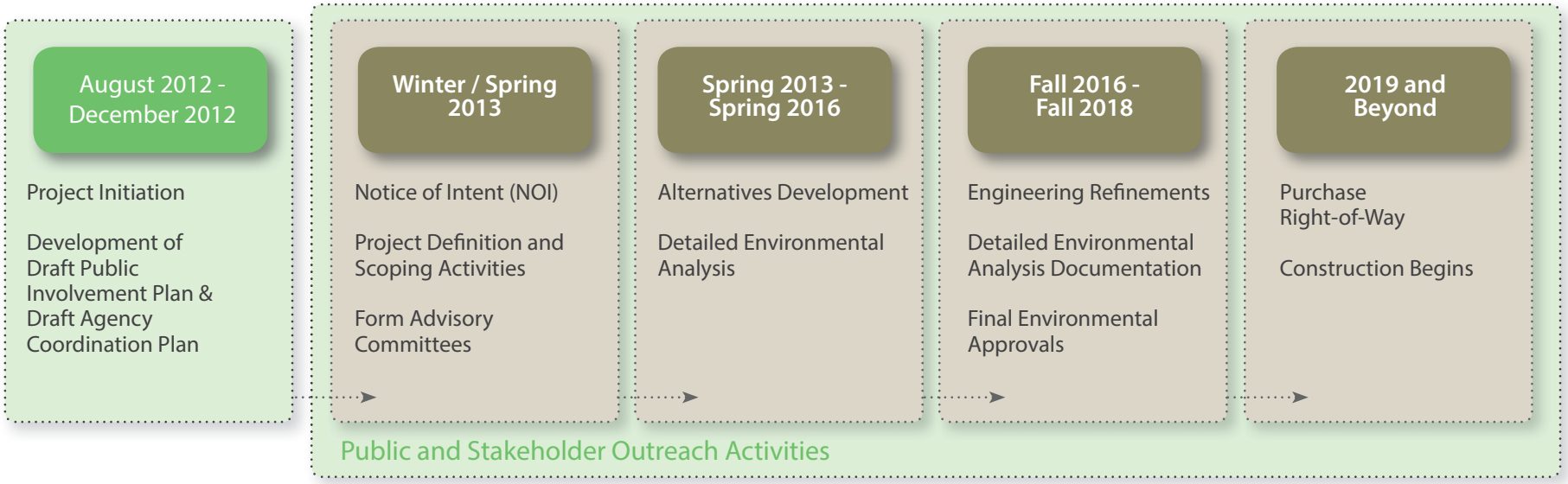
The scoping comment period will close after the 45-day scoping period and at a minimum of 10-days after the second scoping meeting open house, although public involvement will continue throughout the duration of the EIS process. At the conclusion of the scoping process, a Final Scoping Report will be prepared that will outline the alternatives that will be analyzed in the EIS. This Final Scoping Report will be made available to the public and stakeholders.

2.2 Project Framework

An EIS will be prepared in accordance with the most recent NEPA regulations and guidelines (e.g., 23 CFR 771, 40 CFR 1500-1508, SAFETEA-LU as amended by MAP-21). **Figure 2.2**, Project Framework, illustrates the key elements and timeframes of the project development process, including the NEPA process.

The EIS officially begins with the publication of the NOI in the Federal Register to prepare an EIS. Public and Stakeholder Outreach activities will occur throughout the project, as outlined in the PIP. Detailed environmental analysis will be conducted on the baseline condition and each of the alternatives under consideration. Through the process of alternatives analysis and Draft EIS (DEIS)/ Final EIS (FEIS) development, a preferred alternative will be evaluated and recommended. Once the environmental analyses have been approved, a DEIS will be made available to the public and circulated to all parties interested or having jurisdiction by law over the proposed action as detailed in the Agency Coordination Plan (ACP). A round of Public Hearing Open House (PHOH) will be held after the FHWA approval of the Draft EIS. At that time FHWA will evaluate whether to use the Final EIS and ROD structure or the combination Final EIS/ ROD structure (per "Interim Guidance on MAP-21 Section 1319 Accelerated Decisionmaking in the Environmental Reviews") .

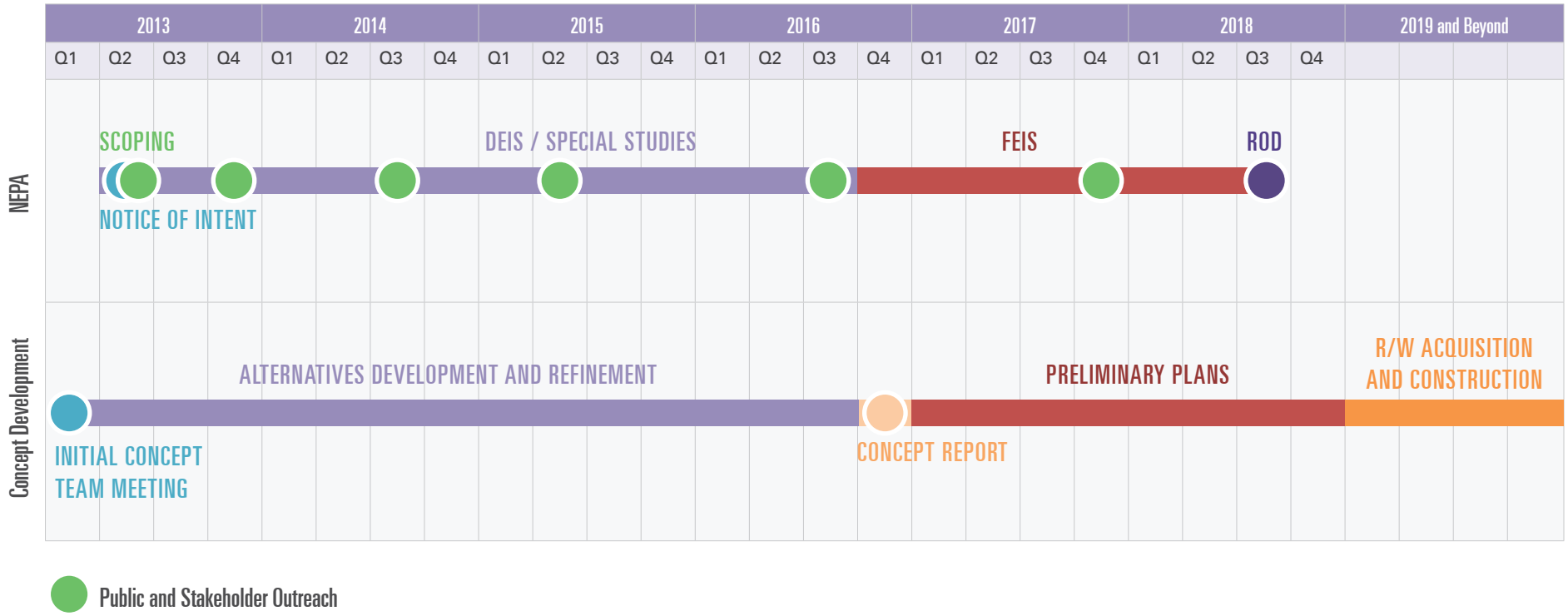
Figure 2.2 : Proposed Project Framework



2.3 Schedule

The process to initiate environmental studies and reach a ROD for the project, which is required in order to begin the process of purchasing right of way, will take approximately 6 years to complete and is illustrated in **Figure 2.3** Milestone Schedule. Construction of the project is anticipated to occur by 2022. A preliminary project schedule has been developed showing the environmental review process. Coordination milestones for agency input and the schedule for coordination are outlined in the Agency Coordination Plan. The schedule will be available to the public and posted on the project website at www.dot.ga.gov/sr20improvements. If the schedule is modified, an update will be made available as soon as possible.

Figure 2.3 : Milestone Schedule



3.0 Existing Conditions

3.1 Planning Basis for Action

Growth and development along the SR 20 corridor and in the north Metro Atlanta region in recent decades has contributed to congestion, mobility, and safety issues along the SR 20 Improvements corridor study area. In addition, the need for improved east-west connectivity in north Metro Atlanta has been explored in previous transportation studies including Atlanta Regional Commission's (ARC) *Strategic Regional Thoroughfare Plan*[1] , ARC's *Plan 2040* Regional Transportation Plan (RTP)[2] , GDOT's *Georgia Statewide Freight and Logistics Plan, 2010-2050*[3] , ARC's *Regional Freight Mobility Plan* and *Atlanta Strategic Truck Route Master Plan*[4] *(ASTRoMaP)*, the adopted 2008-2033 Comprehensive Transportation Plan (CTPs) of Cherokee County[5], and the 2011-2031 CTP of Forsyth[6] County.

3.2 Project History

The area has been the subject of previous planning and environmental studies beginning in the early 1980s with the project known as the "Outer Perimeter" – envisioned to encircle Atlanta about 25 miles outside of I-285. As a result of the analysis, the project evolved into a connection between I-75 and I-85 north of the SR 20 Corridor known as the Northern Arc. In September of 2000, FHWA issued a Notice of Intent to initiate the preparation of an EIS for the Northern Arc – proposed as a four-lane limited access highway connecting US 411 in Bartow County and SR 400 in Forsyth County – a distance of approximately 50 miles. The Northern Arc generated extreme public and political controversy and in turn the EIS was terminated by FHWA in the Federal Register notice (Vol. 68, No. 215) published on 11/6/2003.

During the development of the Northern Arc EIS, a number of public comments suggested that improvements to the existing SR 20 corridor should be considered as an alternative to the then-proposed limited access highway. As a result, in 2006 the GDOT initiated environmental studies to explore improvements to the SR 20 between Canton and Cumming. These studies were discontinued in 2008 due to funding constraints and the need to refine the study corridor limits.

The SR 20 Improvements from Canton to Cumming project is a new opportunity to work with the public to develop appropriate alternatives to address the existing and projected safety, mobility, and congestion issues along the corridor. The project's purpose and need, goals and objectives, and potential solutions will be developed in partnership with the lead, participating, and cooperating agencies, as well as the public, during the scoping phase of the environmental process.

[1] http://atlantaregional.com/transportation/studies/strategic-regional-thoroughfare-plan, http://documents.atlantaregional.com/transportation/tp_SRTP_RTN_Classified.pdf

[2] http://atlantaregional.com/plan2040/documents--tools

[3] http://www.dot.state.ga.us/informationcenter/programs/georgiafreight/logisticsplan/Pages/default.aspx

[4] http://atlantaregional.com/transportation/freight/Truck-Route-Master-Plan

[5] http://www.cherokeega.com/departments/project_page.cfm?projectid=50

[6] http://www.forsythco.com/DeptPage.asp?DeptID=4&PageID=1398

3.3 Roadway Characteristics

SR 20 is mostly a two-lane roadway between I-575 and SR 400, with some 3, 4, and 5-lane sections. SR 20 transitions to four lanes south of Crestbrook Drive in Forsyth County through the SR 400 interchange. SR 20 is classified as an urban principal arterial from I-575 to Union Hill Road in Cherokee County; a rural principal arterial from Union Hill Road to County Line Road; and then an urban principal arterial from County Line Road to SR 400 in Forsyth County. The speed limit is 55 miles per hour (mph), with 45 mph in some areas.

3.3.1 Traffic Volumes

Traffic volumes currently range from 9,250 to 34,200 vehicles per day (VPD) along the corridor according to counts collected by GDOT in 2011. Table 3.3.1 shows traffic volumes and level of service (LOS) along segments of SR 20 from Canton to Cumming forecasted using ARC's Regional Travel Demand Model, which are projected to range from 16,500 to 68,000 vehicles per day (VPD) along the corridor in 2040 without any improvements. An LOS is a letter designation that qualitatively describes a range of operating conditions on a particular roadway facility measuring the capacity and operating conditions related to vehicle delay. LOS 'A' represents short delays and LOS 'F' represents long delays. The GDOT defines acceptable LOS as 'A' to 'D', to accommodate situations in urban and rural areas based on specific circumstances. According to the Highway Capacity Manual, the description of LOS 'C' is that a driver experiences speeds at or near free-flow, but the freedom to maneuver is noticeably restricted. At LOS 'C', the general level of comfort and convenience declines significantly. An LOS 'D' is described as a condition where speeds begin to decline slightly with increasing flow. There is more restrictive freedom to maneuver, and drivers experience reductions in physical and psychological comfort. An LOS 'E' is described as a condition at or near the roadway's capacity. Minor disruptions to the traffic stream cause delays as other vehicles allow these maneuvers. Drivers experience considerable physical and psychological discomfort. An LOS 'F' is described as a breakdown in vehicular flow with low speeds, and often a complete stop in a cyclic fashion is required. The LOS along SR 20 between I-575 and SR 400 ranges from LOS 'C' during off-peak times to LOS 'F' during peak travel periods (2010).

Table 3.3.1 : Forecasted Peak Period Traffic Volumes and Level of Service

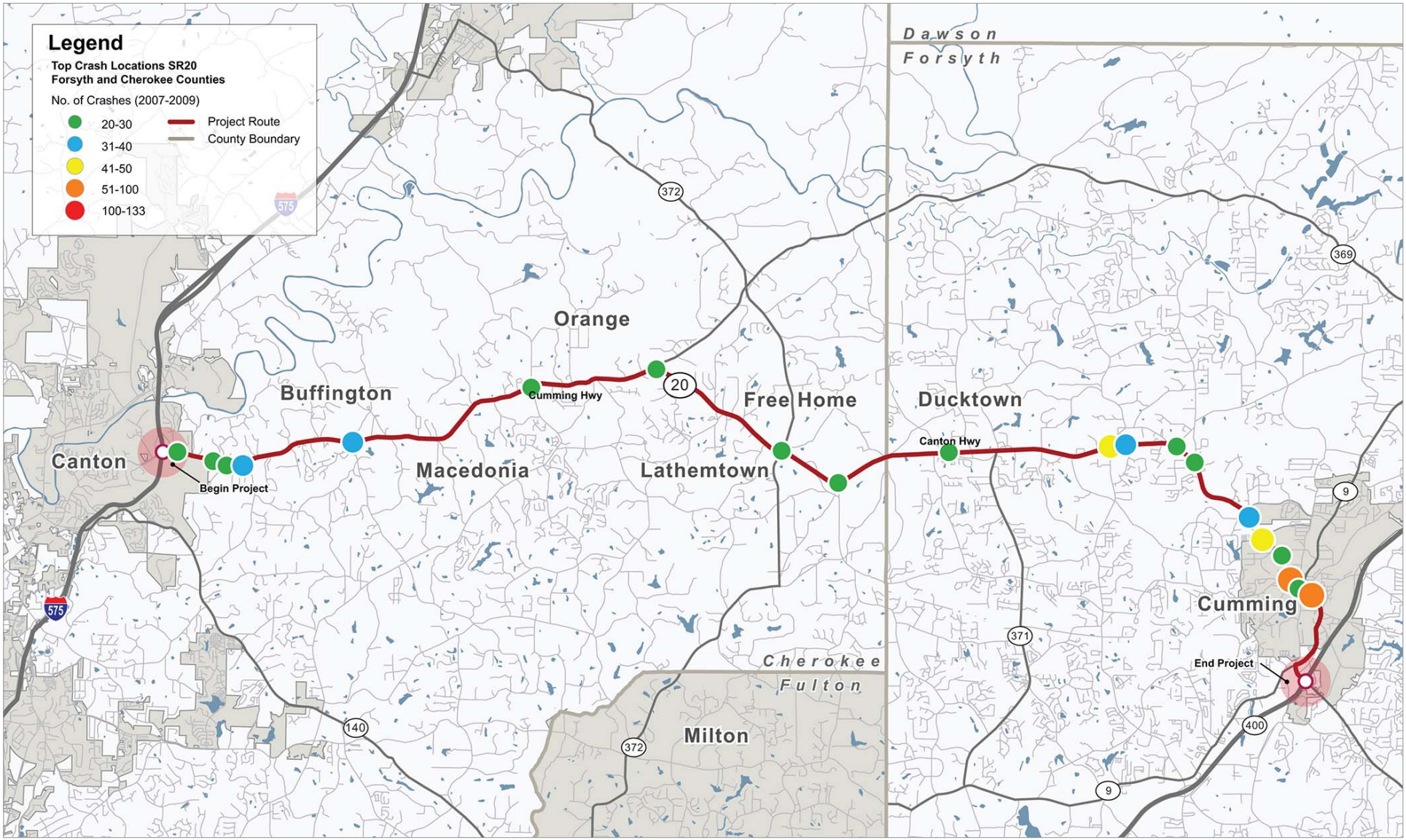
Segment	Base Year Model Volumes (2010)	Existing LOS (2010)*	Future Year Model Volumes (2040)	Future Year LOS (2040)**
I-575 to SR 369	23,100	F	37,800	F
SR 369 to SR 371	19,700	E	32,300	F
SR 371 to Crestbrook Dr. (existing 4-lane section)	20,100	E	33,300	F
Crestbrook Dr. to SR 400	41,200	F	68,000	F

Source: ARC Regional Travel Demand Model
* Worse-case LOS within this segment
** Volumes and LOS are based on the No Build condition.

3.3.2 Safety

The Critical Analysis Reporting Environment (CARE) was used to obtain GDOT crash data for SR 20 between I-575 and SR 400. The most recent three years of GDOT data available through CARE is for 2007- 2009. The locations along the corridor with 20 or more crashes are identified in **Figure 3.3.2**.

Figure 3.3.2 : GDOT High Frequency Crash Locations (2007-2009)



Source: CARE database (2007-2009)

3.3.3 Travel Times

Analysis using the ARC regional travel demand model indicates that PM peak travel times from Pilgrim Mill Road in Cumming to I-575 in Canton are expected to increase by 37 minutes and 34 minutes between 2010 and 2040. **Table 3.3.3** illustrates free flow and forecasted travel times in the corridor. This contributes to a 124% increase in daily Vehicle Hours of Travel (VHT) for vehicles using the SR 20 corridor if no improvements are made.

Table 3.3.3 : Forecasted No-build Travel in Minutes

Direction	Free Flow (Minutes)	AM Peak Period (Minutes)			PM Peak Period (Minutes)		
		2010	2040	Increase	2010	2040	Increase
WB: SR 20 at Pilgrim Mill Road in Cumming to SR 20 at I-575 in Canton	30	37	57	21	41	78	37
EB: SR 20 at I-575 in Canton to SR 20 at Pilgrim Mill Road in Cumming	30	38	61	22	38	72	34

3.3.4 Planned and Programmed Projects

Table 3.3.4 and **Figure 3.3.4** illustrate planned and programmed transportation projects in the vicinity of the project. GDOT Project Identification (PI) Number 0009164 overlaps the proposed SR 20 Improvements from Canton to Cumming project limits between I-575 and Scott Road.

3.3.5 Transit

The Cherokee Area Transportation System (CATS), a service of Cherokee County Government provides a fixed transportation route in and around downtown Canton (see **Figure 3.3.5**). Additionally, Cherokee County provides rural countywide transportation for all county residents. The countywide transportation network services facilities for seniors, Highland Rivers, Department of Family and Children Services (DFCS), local medical facilities in Woodstock and Canton, as well as area nursing homes.

3.4 Developments of Regional Impact

The Developments of Regional Impact (DRI) in Cherokee and Forsyth Counties along the SR 20 corridor are identified in the Metropolitan tier under Georgia Regional Transportation Authority (GRTA) in the Georgia Department of Community Affairs (DCA) database. The source for the DRI data is the Atlanta Regional Commission (ARC) Geographical Information System (GIS) software (accessed 10/31/12). The DRIs listed on the graphic below (see **Figure 3.4**) represent those applications reviewed by the ARC between 1996 and 2007. According to the DCA DRI database, the closest DRIs to the project corridor are in Woodstock, Cherokee County, including the Watermark Church and the Outlet Shoppes at Atlanta, where there are two DRI applications that have been found by the ARC as "in the best interest of the region and therefore of the state." According to the DCA DRI database, three DRI applications in unincorporated Forsyth County include the Slade Holdings Inc. (2012), United Recycling (2009), and the Shakerag Water Reclamation Facility and Chattahoochee River Discharge Facility (2009). These DRI applications were completed and also found by the ARC as "in the best interest of the region and therefore of the state." Based on the ARC GIS file and the DCA DRI database, there are currently no pending DRIs under review within the immediate project vicinity.

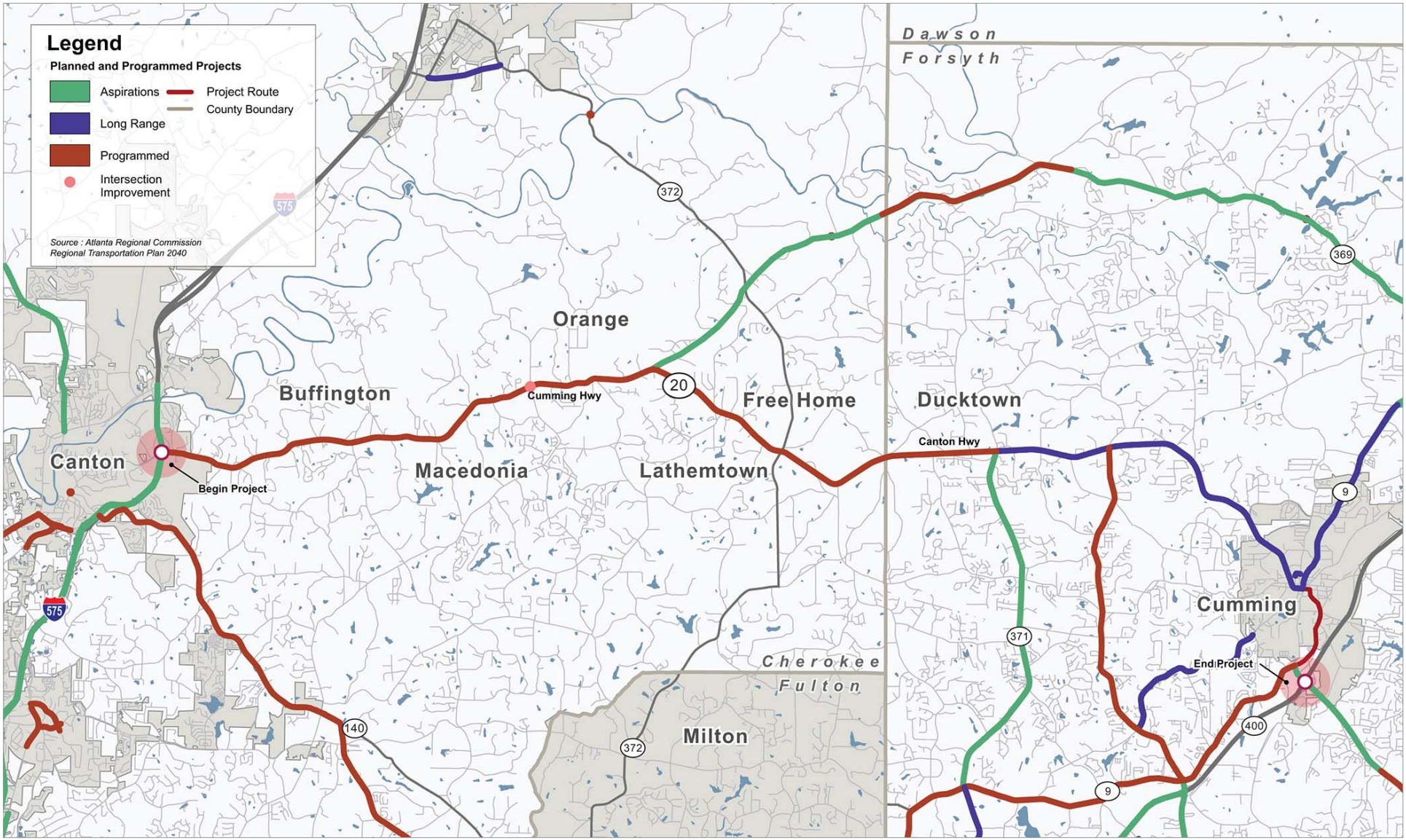
Table 3.3.4 : Planned and Programmed Projects in the Vicinity of SR 20

GDOT PI / GDOT Project Number/ARC Project No./ County Project Number (if applicable)	General Location	Status (Under Construction/Long Range/ Programmed/Aspirational)	Dates For Construction	Location (Vicinity/ Adjoining)	Project Type
632790/ STP-012-1(107)/ CH-020A1[1]	SR 20 Truck Climbing Lanes from Union Hill Road to Greenwood Court	Under Construction	2010-2012	Adjoining	Roadway Operational Upgrades
0009164/ CSSTP-0009-00(164)/ CH-020A3[1]	SR 20 from I-575 to Scott Road	Programmed	2015	Adjoining	Capacity
0007836/ CSSTP-0007-00(836) CH-020A2[1]	SR 20 from I-75/Bartow to I-575/Cherokee	Programmed	Long Range 2018-2040	Vicinity	Capacity
0007028/ CSBRG-0007-00(028)/ CH-225[1]	SR 369 at Board Tree Creek	Programmed	Long Range 2018-2030	Vicinity	Bridge Replacement
0009316/ STP-2348(3)/ FT-008B/ PE07W[1], [2]	Bethelview Road from SR 20 to Castleberry Road	Programmed	2015-2017	Adjoining	Capacity
N/A/ N/A/ FT-075[1]	Church Street Extension on New Location from Tribble Gap Road to Hudson/Woodland Street Intersection in Cumming	Long Range	Long Range 2018-2030	Vicinity	Capacity
121690/ STP-1336(11)/ FT-001D[1]	SR 9/Atlanta Highway from SR 141 to SR 20	Programmed	Long Range 2018-2030	Adjoining	Capacity
141890/ STP-1336(13)/ FT-001E[1]	SR 9 (Atlanta Road/Pilgrim Mill Road) from SR 20 to SR 306	Long Range	Long Range 2031 - 2040	Adjoining	Capacity
N/A/ N/A/ ASP-FT-314[1]	SR 369/Matt Highway	Aspirational	To Be Determined	Adjoining	Capacity
N/A/ N/A/ ASP-FT-314[1]	SR 369/Matt Highway	Aspirational	To Be Determined	Adjoining	Capacity
N/A / N/A/ ASP-FT-315[1]	SR 20/Buford Highway east of SR 400	Aspirational	To Be Determined	Vicinity	Capacity
N/A/ N/A/ ASP-FT-316[1]	SR 20/Canton Highway (Metro Arterial Connector) from Spot Road to Kelly Mill Road	Aspirational	To Be Determined	Vicinity	Capacity
N/A/ N/A/ ASP-FT-318[1]	SR 371 from SR 20 to Kelly Mill Road	Aspirational	To Be Determined	Vicinity	Capacity
N/A/ N/A/ N/A/ CPR-20-765(057)01[3]	SR 20 and East Cherokee Drive	Programmed (SPLOST)	2014-2015	Adjoining	Intersection Improvement

Sources:
[1] Atlanta Regional Commission Regional Transportation Plan (RTP) Plan 2040 GIS shapefiles and TIP revisions dated 12/14/12 (accessed 2/6/13);

[2] http://www.cherokeega.com/transparency/documents/SPLOSTDecember2012.pdf (accessed 2/28/13); and
[3] http://www.forsythco.com/pdf/files/Splost%206%20Projects-II-Website.pdf (accessed 2/28/13).

Figure 3.3.4 : Planned and Programmed Projects in Vicinity



Source : Environmental Systems Research Institute (ESRI)

Figure 3.3.5 : Cherokee Area Transportation System (CATS) Bus Routes

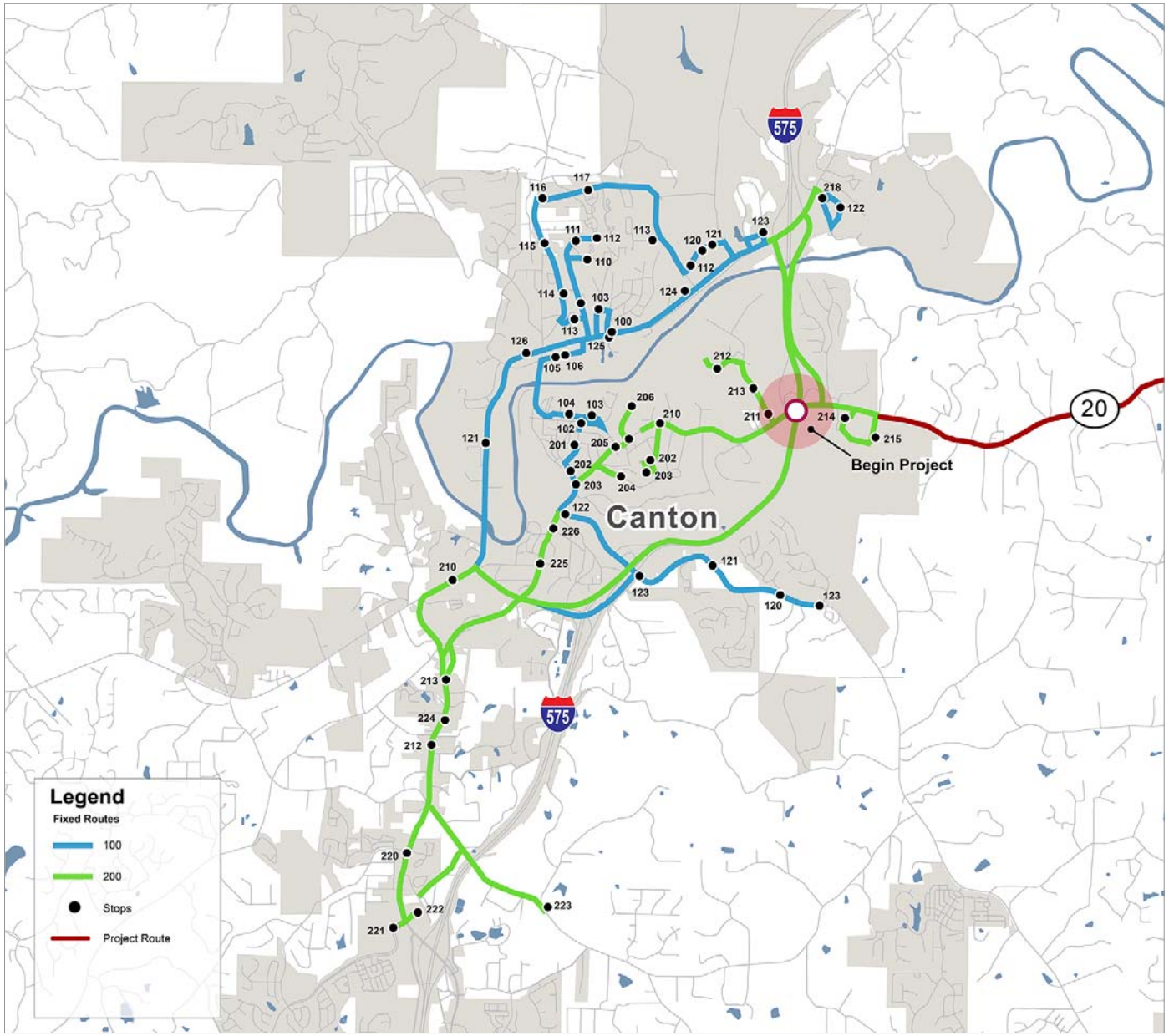
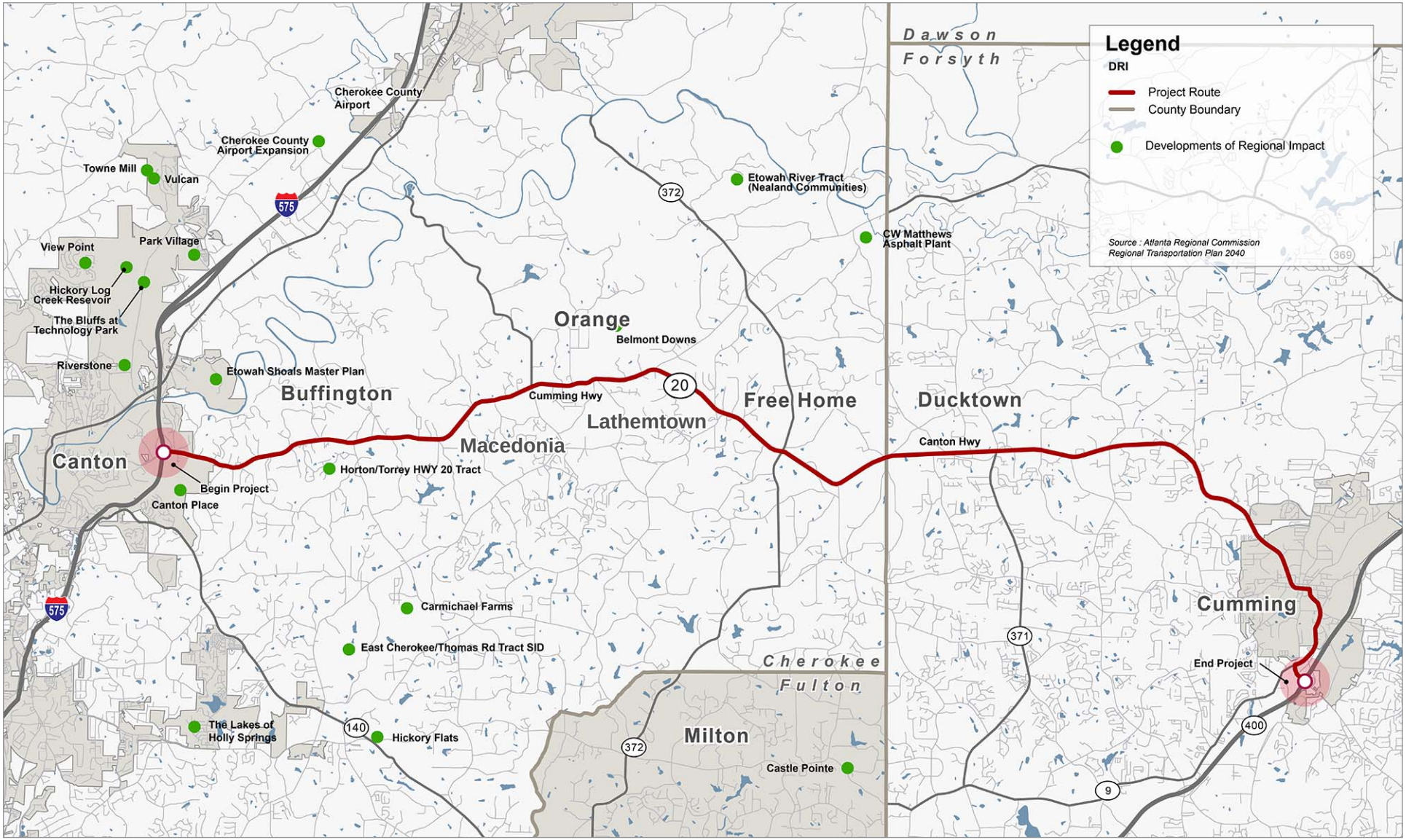


Figure 3.3.6 : Developments of Regional Impact in the Project Vicinity

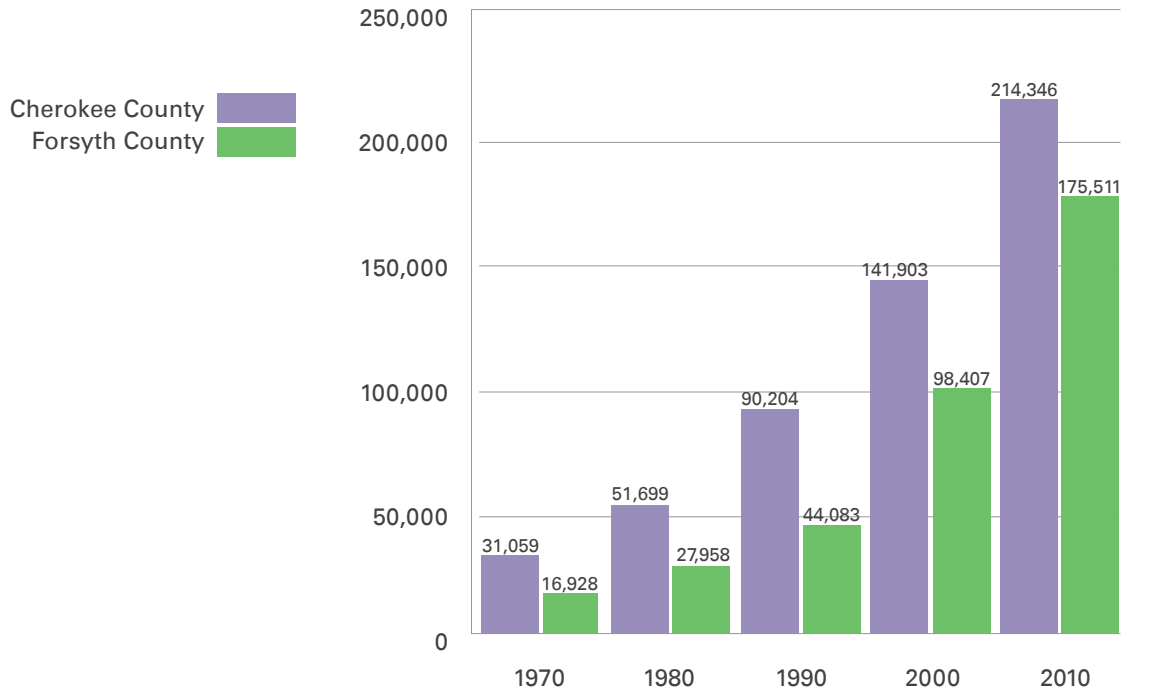


Source : Atlanta Regional Commission

3.5 Population Characteristics

According to the 2010 U.S. Census, the Cherokee and Forsyth Counties populations are 214,346 and 175,511 persons, respectively, which represents an increase of 51 percent and 78 percent over the 2000 populations for each county, respectively (see **Figure 3.5**). In the last four decades, the greatest decade of growth, as measured in percent change from the previous decade, was between 1980 and 1990 for Cherokee County and between 1990 and 2000 for Forsyth County. The population of the Census Tracts that intersect the proposed SR 20 corridor between I-575 and SR 400 is 33,159 persons in Cherokee County (Census Tracts 905 and 906), and 85,749 persons (Census Tracts 1303, 1304, and 1305) in Forsyth County, which represents 15.5 percent and 48.8 percent of Cherokee and Forsyth County populations, respectively. According to US Census data, in Cherokee and Forsyth Counties there are 82,360 and 64,052 total housing units (2010, US Census), respectively, with approximately 18 percent and 13 percent of these designated as renter-occupied in each county, respectively.

Figure 3.5 : Forsyth and Cherokee County Population (2010 U.S. Census)



4.0 Draft Need and Purpose

According to 40 CFR 1502.13, an EIS must explain the "underlying purpose and need to which the Lead Agency is responding in proposing the alternatives, including the proposed action." The statement of need and purpose is important because it explains why the FHWA and GDOT are undertaking the proposed Project and what objectives they intend to achieve by the proposed action. The "need" for a proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity. The "purpose" of the proposed action is typically the specific objectives of the activity.

A preliminary need and purpose proposed for the project will be available during the scoping period for review and comment. Following the scoping period and during the subsequent environmental analysis process, portions of the need and purpose statement may be refined based upon technical analysis, agency, stakeholder and public input.

4.1 Identified Needs

The following current conditions are the basis of the draft need for the project:

- Population and employment growth
- Constrained access to economic activity centers
- Inefficient movement of people and goods
- Constrained east-west travel and mobility
- Local arterial traffic congestion
- High crash rates

4.2 Purpose of Project

The draft purpose of the project is to provide transportation system improvements that improve travel mobility and reduce crashes along the SR 20 corridor between I-575 and SR 400. As such, the proposed project would:

- Meet future travel demand generated by projected **population and employment growth**;
- Support economic vitality by providing efficient and convenient **access to economic activity centers** along the SR 20 Corridor;
- Efficiently accommodate the **movement of people and goods**;
- Reduce the **frequency and severity of crashes**;
- Improve **travel and mobility** through the corridor by reducing travel times and duration of congestion; and
- Reduce **local arterial traffic congestion** along the corridor.

4.3 Goals and Objectives

The development of alternatives for the SR 20 Improvements from Canton to Cumming project will be guided by integrating goals and objectives into the evaluation of alternatives. These will be informed through the agency and public scoping process and would be integrated into the decision-making process. Through incorporating the goals and objectives into the alternatives analysis, the EIS will consider the potential effects of alternatives on the natural, social, cultural, physical, and built environments. One example of a goal and objective would be to balance environmental and transportation values in development of alternatives. Either broad or specific goals or objectives could be identified.

5.0 Alternatives Development

The development and evaluation of project alternatives is central to the NEPA process. The project team will work with agency stakeholders and the public during the scoping process to identify alternative solutions for evaluation in the DEIS that address the project's needs and purpose. Various concept alternatives are available which could be applied in developing potential solutions including:

- **No Build Alternative** – this concept would make no improvements to SR 20 or include no new roadways.
- **Transportation System Management Concept** – this concept would seek to improve the operations of SR 20 relying upon lower cost roadway improvements such as intersection signalization, turn lane additions, and shoulder upgrades.
- **Build Alternatives** – these concepts would add roadway capacity to the SR 20 corridor by evaluating possible alternatives to relieve congestion, improve mobility, and reduce crashes. Possible alternatives may include widening improvements to the existing roadway and/or the construction of new location portions of SR 20, among others.

For this EIS, the range of potential solutions identified based on technical analysis and the agency and public feedback gathered during the scoping process will become the basis in developing a formal set of project alternatives. The development and evaluation of project alternatives is central to the NEPA process as a means to arrive at the best course of action to address the project's needs. As required by NEPA, the project will identify a reasonable range of alternatives, including a No Build or do nothing alternative, and one or more Build alternatives.

5.1 No Build

As required by NEPA, the reasonable range of alternatives will include a No Build and one or more Build alternatives. The No Build alternative would make no improvements to SR 20. The No Build alternative serves as the baseline condition against which the potential benefits and impacts of the Build alternatives are evaluated.

5.2 Method for Identifying Alternatives

For this EIS, the range of potential solutions identified through the scoping process will become the basis in developing a formal set of project alternatives. Collaboration with agencies and the public will be conducted, as appropriate, regarding the identification of alternatives to be evaluated. DEIS methodologies will be discussed at the agency scoping meeting as appropriate. Once defined, all project alternatives will be rigorously explored and objectively evaluated to determine their ability to address the project's need and purpose, advantages and disadvantages, and potential environmental impacts.

The screening of alternatives will compare each of the alternatives based on various elements, such as the need and purpose, mobility, and impacts to the natural and human environments. Concept level identification of environmental resources takes into account a high-level environmental analysis of natural and human resources, including wetlands and waters of the U.S., protected species, floodplains, cultural resources, Section 4(f) resources, neighborhoods and communities (including environmental justice populations), community facilities, businesses, and potential displacements. The screening of alternatives will lead to a selection of a range of alternatives that will be further analyzed at a more detailed level through the DEIS.

6.0 Environmental Analysis Framework

6.1 Federal Requirements

GDOT will be requesting certain funding and approvals from the FHWA and other Federal agencies for implementation of the proposed SR 20 Improvements from Canton to Cumming project. These Federal approvals and funding are the basis of for initiating environmental review under NEPA. The procedural provisions of NEPA (set forth in 40 CFR §§ 1500- 1508) require Federal agencies to consider the environmental consequences of their actions, including not only direct and indirect effects, but also cumulative effects.

Implementation and construction of the proposed project is subject to permits and approvals in addition to complying with the requirements of NEPA and the Georgia Environmental Policy Act (GEPA) of 1991. The NEPA EIS serves as the documentation to satisfy GEPA. Where feasible, the permit and approval requirements are being coordinated with the analysis prepared for the EIS.

However, there may be additional coordination or documentation prepared to support permits and approvals following the ROD for the project. The NEPA process will be undertaken in a manner that is consistent with applicable Federal state and local laws, regulations and guidance, including, but not limited to, those listed in **Table 6.1** below.

6.2 Organization of the EIS

A focused, reader-friendly EIS document is a goal of the SR 20 Improvements from Canton to Cumming project. The SR 20 EIS will be written in a manner that easily communicates the document's findings to the public, environmental resource and regulatory agency representatives, nongovernment environmental organizations, and decision-makers. The annotated outline and body of the EIS will be in a question-and-answer format, focusing on purpose and need, alternatives, characteristics of the affected environment, environmental consequences, and public and agency outreach. A series of technical reports will be available for readers interested in the detailed studies that support the EIS.

One of the objectives of scoping is to identify important issues to all stakeholders (agencies and the public) that will drive the development of the alternatives that will be analyzed in detail in the environmental document, while simultaneously limiting consideration and development of issues that are not critical. Following the scoping period, a comprehensive outline of the DEIS document will be prepared for agency feedback, helping to ensure that the document adequately addresses the relevant issues, and reducing the possibility that new comments will cause a statement to be rewritten or supplemented.

Table 6.1 : Anticipated Permits/Approvals

Resource	Federal Statute/Regulation/Guidance	State Statute/ Regulation/ Guidance	Approvals/ Coordination/ Permits/ Plans Required
Socioeconomics, Land Use, and Environmental Justice	• Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations (Executive Order 12898, 59 CFR 7629, Feb. 16, 1994) • Title VI of the Civil Rights Act of 1964 • USDOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations (62 CFR 18377, April 15, 1997) • DOT Order 5610.2(a) Final DOT Environmental Justice Order (77 FR 27534 (May 10, 2012)) • Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended (49 CFR § 24)	• GDOT Local Government Services and Resources Manual • Georgia Planning Act (OCGA Title 45 Chapter 12; OCGA Title 50 Chapter 8, OCGA Title 12 Chapter 2; OCGA Titles 36-70) • OCGA Title 12-16-1 Georgia Environmental Policy Act (1991)	• No permits required • Public Outreach to environmental justice communities (see PIP) • NEPA coordination/ approval with FHWA

Table 6.1 : Anticipated Permits/Approvals

Resource	Federal Statute/Regulation/Guidance	State Statute/ Regulation/ Guidance	Approvals/ Coordination/ Permits/ Plans Required
Parks and Recreational Facilities (including Section 4(f) publicly owned park and recreational lands)	• Section 4(f) of the U.S. Department of Transportation Act, as amended (49 USC §303; 23 CFR 771.135)	• OCGA Title 12-16-1 Georgia Environmental Policy Act (1991) • OCGA Title 36 Title 22 Georgia Land Conservation Act • OCGA Title 12 Chapter 3 Georgia Natural Areas Act	• Section 4(f) Evaluation Coordination/ Approval with the appropriate entity having jurisdiction (e.g. US Department of Interior (DOI), US Dept. Housing and Urban Development (HUD), State, County park owner) over the facility as well as FHWA • NEPA coordination/ approval with FHWA
Cultural Resources (also includes historic sites protected under Section 4(f))	• National Historic Preservation Act (16 USC §470A; 36 CFR Part 800) • NEPA requirements (Section 101(b)(4)) • Section 4(f) of the U.S. Department of Transportation Act, as amended (49 U.S.C. 303; 23 CFR 771.135) • National Historic Landmarks Program 36 CFR 65 • Archeological and Historic Preservation Act (Public Law 86-523, 16 U.S.C. 469-469c-2) • Archaeological Resources Protection Act of 1979 (Public Law 96-95; 16 U.S.C. 470aa-mm) • Preservation of American Antiquities (43 CFR 3) • Protection of Archeological Resources (43 CFR 7)	• OCGA Title 12-16-1 Georgia Environmental Policy Act (1991) • OCGA Title 12 Chapter 3 State Antiquities Act • OCGA Title 31 Chapter 21 Grave Protection and Repatriation • OCGA Title 36 Chapter 72 Abandoned Cemeteries and Burial Grounds • OCGA Title 36 Title 22 Georgia Land Conservation Act • OCGA Title 12 Chapter 2 Georgia Mountains and River Corridor Protection Act • OCGA Title 44 Title 10 Georgia Historic Preservation Act • OCGA Title 12 Chapter 3 Georgia Register of Historic Places	• Coordination with the Georgia State Historic Preservation Office (SHPO); Advisory Council on Historic Preservation (ACHP); consulting parties; and with relevant City and County agencies; tribal governments • Section 4(f) Evaluation Coordination/ Approval with the appropriate entity having jurisdiction (e.g. DOI and HUD) over the Section 4(f) property as well as FHWA • NEPA coordination/ approval with FHWA
Section 4(f) (including wildlife and waterfowl refuges)	• Section 4(f) of the U.S. Department of Transportation Act, as amended (49 USC §303; 23 CFR 771.135)		• Section 4(f) Evaluation Coordination/ Approval with the appropriate entity having jurisdiction (e.g. DOI and HUD)
Section 6(f) Resources (lands or facilities acquired with Land and Water Conservation Act funds)	• Section 6(f) of the U.S. Land and Water Conservation Fund Act (16 USC §460l-8(f)(3))		• Section 6(f) evaluation to be sent to the officials having jurisdiction over the Section 6(f) property for coordination leading to final Section 6(f) approval and the Department of Interior • NEPA coordination/ approval with FHWA

Table 6.1 : Anticipated Permits/Approvals

Resource	Federal Statute/Regulation/Guidance	State Statute/ Regulation/ Guidance	Approvals/ Coordination/ Permits/ Plans Required
Water Resources/ Wetlands/ Floodplains	• Clean Water Act ([CWA] 33 USC §§ 1251-1387) • Section 1424(e) of the Safe Drinking Water Act of 1974 (Public Law 93-523, 42-U.S.C. 300 et seq.) • Floodplain Management and Protection (Executive Order 11988 of 1977; USDOT Order 5650-2, April 23, 1979) • FEMA memorandum on "Procedures for Coordinating Highway Encroachments on Floodplains (June 27, 1982) • Preservation of the Nation's Wetlands (Executive Order 11990 of 1977; USDOT Order 5660.1A, August 24, 1978) • National Flood Insurance Act of 1968 (42 USC 4001 et seq.) • Federal-Aid Policy Guide on Storm Drainage Responsibility (23 CFR 650A) • Rivers and Harbors Act of 1899 (33 U.S.C. § 401). • Fish and Wildlife Coordination Act (FWCA) (16 U.S.C. § 661 et seq.)	• OCGA Title 12 Chapter 7 Georgia Erosion and Sedimentation Act [amended 2003] • Manual for Erosion and Sediment Control in Georgia (GDOT April 28, 2000) • OCGA Title 12 Chapter 5 Water Resources • Design guidelines in the GDOT Design Policy Manual (Revised September 2012) • GDOT Bridge and Structures Design Manual (Revised July 2012) • OCGA Title 12-16-1 Georgia Environmental Policy Act (1991) • OCGA Title 12-2-8 Georgia Mountains and River Corridor Protection Act • OCGA Title 12-3-90 Georgia Natural Areas Act • OCGA Title 12-5-350 Georgia Scenic Rivers Act (1969)	• National Pollutant Discharge Elimination System (NPDES) Permit with GDNR • Section 404 Clean Water Act permit with USACE • Section 401 Water Quality Certification with GDNR • Floodplain Evaluation Report with FEMA coordination • Water Quality Management Plan with GDOT/GDNR coordination • Erosion and Sediment Control Plans coordination with GDOT • FWCA coordination with GDOT Ecology and the USFWS • NEPA coordination/ approval with FHWA • FEMA coordination if an encroachment on any regulatory floodway is anticipated
Critical Habitats and Threatened and Endangered Species	• Endangered Species Act (ESA) of 1973 (16 USC §§1531-1544; 50 CFR Part 402) • Migratory Bird Treaty Act of 1918 (16 U.S.C. § 703-712), as amended. • Bald and Golden Eagle Protection Act of 1940 (16 U.S.C. § 668-668d, 54 Stat. 250), as amended. • Fish and Wildlife Coordination Act (16 U.S.C. § 661 et seq.)	• Design guidelines in the GDOT Design Policy Manual (Revised September 2012) • OCGA Title 12-16-1 Georgia Environmental Policy Act (1991) • OCGA Title 12-6-170 Georgia Wildflower Preservation Act • OCGA Title 27-3-130 Georgia Endangered Wildlife Act • OCGA Title 27 Chapter 1 Game and Fish Code	• Section 7 of ESA and Critical Habitat Consultation with GDOT Ecology and the United States Fish and Wildlife Service (USFWS) • USACE coordination with USFWS under Section 404 CWA permit process • Coordination with GDNR on species occurrences • NEPA coordination/ approval with FHWA

Table 6.1 : Anticipated Permits/Approvals

Resource	Federal Statute/Regulation/Guidance	State Statute/ Regulation/ Guidance	Approvals/ Coordination/ Permits/ Plans Required
Hazardous Materials and Contamination	• Resource Conservation and Recovery Act (RCRA) (40 CFR Parts 260-281) • Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) • Superfund Amendments and Reauthorization Act (SARA) • Toxic Substances Control Act (TSCA)	• OCGA Title 12-8-60 Georgia Hazardous Waste Management Act • OCGA Title 12-12-1 Georgia Asbestos Safety Act • OCGA Title 12-13-1 Georgia Underground Storage Act • OCGA Title 46-4-50 Georgia Underground Gas Storage Act of 1972 • OCGA Title 12-16-1 Georgia Environmental Policy Act (1991)	• Coordination with GDNR • NEPA coordination/ approval with FHWA
Air Quality	• Clean Air Act (42 USC §7506(c); 40 CFR Part 93) • Final Transportation Conformity Rule (40 CFR Parts 51 and 93)	• OCGA Title 12-9-1 Georgia Air Quality Act • OCGA Title 12-16-1 Georgia Environmental Policy Act (1991)	• Interagency coordination • NEPA coordination/ approval with FHWA
Secondary and Cumulative Effects	• Considering Cumulative Effects Under the National Environmental Policy Act (CEQ, 1997) • Guidance on the Consideration of Past Actions in Cumulative Effects Analysis (CEQ 2005) • Interim Guidance: Questions and Answers Regarding Indirect and Cumulative Impact Considerations in the NEPA Process (USDOT 2003) • Consideration of Cumulative Impacts in EPA Review of NEPA Documents (EPA 1999) • Position Paper on Secondary and Cumulative Impact Assessment (FHWA 1992) • Executive Order 13274 Indirect and Cumulative Impacts	• OCGA Title 12-16-1 Georgia Environmental Policy Act (1991)	• NEPA coordination/ approval with FHWA
Noise	• FHWA Noise Abatement Criteria (NAC) • FHWA's Procedures for Abatement of Highway Traffic Noise and Construction Noise	• GDOT Highway Noise Abatement Policy for Federal Aid Projects (July 13, 2011) • OCGA Title 12-16-1 Georgia Environmental Policy Act (1991)	• Local Officials coordination • NEPA coordination/ approval with FHWA

6.3 EIS Technical Studies

FHWA and GDOT will collaborate with agencies and the public, as appropriate, on the methodologies to be used and the level of detail required in the analysis of the proposed alternatives and preparation of the EIS. Agencies will be afforded the opportunity to comment on methodologies associated with technical studies conducted in support of the DEIS. This Scoping Booklet includes general approaches to technical studies for consideration. Additionally, more detailed methodologies will be discussed one on one with relevant agencies and at the Agency Scoping Meeting. Agencies will have one month to provide official comment after the Agency Scoping Meeting is held. Through the life of the project, agencies will be able to comment on technical studies through participation in Technical Advisory Committee meetings. Input on the methodologies must be in written format (hard copy, fax, or email). Over the course of the EIS development, the project team will consult directly with the appropriate resource agencies if adjustments to the methodologies highlighted below are required. All final methodologies and the findings of technical studies will be included in the DEIS.

6.3.1 Study Area Definition

The SR 20 Improvements EIS will examine a full range of alternatives for the project. For purposes of developing the alternatives, an initial 1,000-foot corridor around SR 20 will be studied between I-575 and SR 400 so as to ensure a study area large enough to encompass the study area for potential alternatives for the corridor. As alternatives are developed for further consideration, the study area will be flexible to include an appropriate size to identify the natural and human environmental effects including indirect and cumulative impacts.

6.3.2 Analysis Years

The planning horizon is 20 years, where the project opening year is 2022 and the design year is 2042. The EIS will consider construction (e.g., temporary) impacts as well as direct, indirect, and cumulative effects. Construction impacts would occur for approximately two years prior to the opening of the corridor to drivers. The operational effects of the Build condition would be evaluated for the timeframe when the corridor is open to drivers. Direct, indirect and cumulative effects are resource-specific and will be addressed for each type of resource in the EIS at the appropriate temporal and spatial scale.

6.3.3 Technical Studies Overview

Where applicable, the technical studies in the EIS will follow the guidance of GDOT's Environmental Procedures Manual (EPM). The GDOT EPM is available online at the website listed below:

http://www.dot.ga.gov/doingbusiness/PoliciesManuals/roads/designpolicies/Pages/EnvironmentalProceduresManual.aspx.

Technical studies and areas of analysis included in the EIS are described in the following section.

6.3.3.1 Community Impact Assessment

The analysis of socio-economic conditions will consist of data gathered that will characterize the built and human environment, including demographics, economic conditions, community facilities (e.g., parks and recreation areas), public institutions (e.g., schools), and services. This assessment will quantitatively and qualitatively assess potential effects on these factors, as well as on community character, including accessibility, social impacts (population characteristics, including access, income, age, etc.), and economic impacts. This assessment will also identify the income and ethnic characteristics of the area's population and serve as the basis for identifying potential environmental justice (EJ) (i.e., minority and low-income) communities. Executive Order (EO) 12898 requires Federal agencies to determine whether minority or low-income populations and communities are present within an affected project area, and if they are present, to address disproportionately high and adverse effects to those groups. It is the USDOT policy and that of the SR 20 Improvements project to carry out the policies as identified in DOT Order 5610.2(a), *Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; FHWA Order 6640.23 (2012), *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; and FHWA's Guidance (2011) on *Environmental Justice and NEPA*. Consistent with these statutes, data and research will be gathered associated with environmental justice concerns for this project.

6.3.3.2 Displacements and Relocation

The Conceptual Stage Study (CSS) documents displacements and probable displacements associated with a project and the anticipated method of relocation under the Uniform Relocation Assistance and Real Properties Acquisition Act of 1970. A CSS would be performed for each alternative evaluated in the Draft EIS. Per the EPM (July 2012), for both residential and business displacements, the CSS will detail the number, type (owner or tenant occupied), and rental or fair market value of the residence or business structures to be displaced. The type of neighborhood in which the structure is located (residential, commercial, or mixed) also will be noted for all anticipated relocations. For business relocations, the CSS also will provide an estimate of the numbers of employees who will be affected and the estimated financial standing of the business. Special attention will be given to focus on anticipated relocation of any public or non-profit organizations that provide services or those that may require special relocation assistance (e.g., fire station, post office, etc.); provide an estimate of the number of handicapped or elderly employees to be displaced.

6.3.3.3 Visual and Aesthetics

A Visual Resources Technical Report will be based upon information gathered from review of reference materials (comprehensive plans, other local planning documents), input from stakeholders in the scoping process, and findings from field investigation and the public involvement process. This report would use the FHWA's *Visual Impact Assessment for Highway Projects* (1988) methodology to identify and assess potential visual impacts. The five steps to assess and mitigate visual impacts are:

- define the project setting and potential key views;
- analyze existing visual resources and viewer response;
- depict the visual appearance of the proposed project;
- assess the visual impacts of project alternatives; and
- propose methods to mitigate adverse visual impacts.

6.3.3.4 Historic and Archaeological Resources

Projects requiring Federal actions, including funding or approvals, must comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA; 16 USC §470A; 36 CFR Part 800). Section 106 of the NHPA requires that Federal agencies consider the effects of their actions on properties listed on or determined eligible for listing on the National Register of Historic Places (NRHP). FHWA is responsible for carrying out the Section 106 review and consultation process for the SR 20 Improvements from Canton to Cumming project. The Section 106 documentation will follow the general guidelines set forth in GDOT's EPM for Historic Resources (July 2012).

The Section 106 process consists of the following steps:

- Identify the Area of Potential Effect (APE);
- Identify and invite consulting parties, which include Tribal Governments, the State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation (ACHP), property owners, preservation groups, and other stakeholders to participate in the consultation process;
- Identify known or potential historic and archaeological resources within the APE.
- Assess the potential adverse effects of the project on historic and archaeological resources within the APE.
- Identify measures to avoid, minimize, or mitigate adverse effects on historic and archaeological resources, as necessary.
- Develop a formal mitigation agreement (memorandum of agreement or programmatic agreement), as necessary.

Historic Resources

The proposed project will include a History Research Design. The History Research Design will establish the APE, the age parameter of resources to be identified, and a survey methodology. The APE for historic resources will be established in consideration of direct (for example, physical), indirect (for example, visual), and cumulative impacts related to the implementation of the proposed project. This EIS will identify any designated historic and architectural resources within the APE, including resources listed on or determined eligible for listing on the NRHP. The historic resources survey will be performed in accordance with the standards of the History Research Design protocols, Section 106, SHPO guidance, and the GDOT EPM. The EIS will describe and evaluate potential impacts to any historic resources, including direct impacts (for example, demolition, alteration or damage from construction), indirect impacts (for example, change in setting or character of the surrounding area) and cumulative impacts. Through the Section 106 process, mitigation measures to minimize any potential adverse effects to historic resources will be identified, and these measures will be described in the EIS.

Archaeological Resources

An Archaeological Resources Planning Study will be conducted for the 1,000-foot study area around SR 20 and will be used as a predictive model to identify potential resources during the project development phase. The APE for archaeological resources surveys will encompass areas where ground disturbance may be required for the project's construction. Archaeological resources within the APE will be identified through archival research, geomorphology soil testing, and geophysical surveys. The EIS will describe and evaluate potential impacts to any archaeological resources, including direct, indirect, and cumulative impacts. Potential adverse effects will be assessed in consultation with SHPO and other Section 106 consulting parties. If any areas of archaeological sensitivity could be disturbed by the project's construction, measures to minimize or mitigate these potential adverse effects will be identified.

6.3.3.5 Traffic and Transportation

The traffic and transportation section will provide details on how the project will affect the traveling public. This section will include travel demand modeling forecasts consistent with Federal transportation planning guidelines, and building upon the ARC's regional travel demand and forecast model. This section will specifically address the extent to which the project will affect: travel-time, property access, and travel patterns. It will also address the possibility that the project combined with other projects in the area could create a transportation or land use node.

6.3.3.6 Land Use

The land use section will describe the existing and proposed land uses along the project corridor and determine whether or not the proposed action would alter the land use patterns planned, and if so, identify the areas where change would occur and whether the changes are consistent with future land use plans. This discussion will detail how the proposed project will assist the counties and/or state in meeting its growth management objectives as set out in the State Comprehensive Plan, and local land use and transportation plans. The long-term land use plan is called the Regional Development Plan, a document that details the Metropolitan Planning Organization's (MPO) (e.g., the Atlanta Regional Commission) regional priorities and vision. Local city and county governments have comprehensive plans. The transportation plans include the Statewide Transportation Plan, the Regional Transportation Plan (RTP), the State Transportation Improvement Program (STIP), and the Transportation Improvement Program (TIP). These plans are produced with the input of the MPO, local government officials, including GDOT, the private sector, and the public. Transportation plans generally discuss regional goals on travel demand management, including upgrades to their public transit system, roadway classifications (highway, urban collector, etc.), as well as future bike lanes and sidewalks. Other sources of land use information may include environmental documents for other types of projects in the area, master plans, the area chamber of commerce, and newspaper articles.

Contacting the MPO, Regional Commission or local planning officials is part of assessing compatibility of the proposed project with land use. Analysis will consist of the breakdown of land use types, discussion of the development trends, including the name of developments, the status of each development (i.e., existing, under construction, proposed), and the size of each development.

The analysis will include an explanation of the proposed project's consistency with the existing and future land use planning. Any land use controls such as growth management or economic incentives which may be part of the local planning will be discussed. The discussion will demonstrate how the local plan and growth strategies relate to the planning at the state level and why the project is compatible with these plans. The land use section will discuss the effect of the proposed project on local land use and community development, especially in the context of indirect impacts.

6.3.3.7 Air Quality

Both NEPA and the Clean Air Act (CAA) Amendments require that air quality be considered during project development. The NEPA requires a discussion of project-related carbon monoxide (CO) and Mobile Source Air Toxics (MSAT). The CAA Amendments require that transportation investments conform to the state's air quality plan for meeting air quality standards. Referred to as "conformity," non-attainment areas must demonstrate that their transportation plan conforms to the region's air quality goals. A conforming transportation plan demonstrates that the emissions from traffic on the region's system are consistent with air quality goals found in the State Implementation Plan (SIP).

The SR 20 Improvements from Canton to Cuming project is located in the Atlanta non-attainment area for Fine Particulate Matter (PM 2.5) and for ozone. A project level conformity also must be conducted for these pollutants. In addition to being included in a conforming plan, the NEPA document must include a project level analysis for the pollutant. Analysis for air quality including alternative specific analysis for Carbon Monoxide, PM 2.5, and MSAT would be conducted per procedures set forth in the Environmental Procedures Manual (July 2012).

6.3.3.8 Energy and Climate Change

The EIS will include an analysis of Energy and Climate Change, which is consistent with the EPM and FHWA environmental policies. The discussion will include an assessment of the potential benefits and/or impacts on energy consumption and greenhouse gas emissions from the SR 20 Corridor Improvements from Canton to Cumming project in accordance with the EPM. The EIS will review natural resources facilities such as mining operations to ensure that a corridor would not negatively impact the production of mineral resources present in an area. Typically, these potential impacts are mitigated because the proposed project is a one-time energy use that will ensure a more efficient facility; at present, there are no fuel shortages.

6.3.3.9 Noise

A noise impact assessment shall be conducted in compliance with Title 23 of the Code of Federal Regulation, Part 772—Procedures for the Abatement of Highway Traffic Noise and Construction Noise; NEPA of 1969 as amended; the US Department of Transportation, Federal Highway Administration's (FHWA) Highway Traffic Noise: Analysis and Abatement Guidance (FHWA, Jan. 2011); Measurement of Highway-Related Noise (FHWA, May 1996); Federal Highway Administration's Traffic Noise Model (FHWA TNM), User's Guide (Version 2.5 Addendum) Final Report April 2004; Federal Highway Administration's 23 CFR 772 Final Rule and NEPA Reevaluations and Georgia Department of Transportation Highway Noise Abatement Policy for Federal-Aid Projects

6.3.3.10 Farmland

Farmland includes: 1) prime, 2) unique, 3) other than prime or unique that is of statewide importance, and 4) other than prime or unique that is of local importance. Coordination will be completed with the Natural Resources Conservation Service (NRCS) to identify potential farmland involvement in accordance with the Farmland Protection Policy Act. If there is involvement, the EIS process will include the Form AD 1006 (Farmland Conversion Impact Rating). If Section VI is less than 60 points, no further analysis is required and the coordination is documented in the project files. If Section VI is greater than 60 points, additional coordination with NRCS will be required. If total project score is greater than 160 points, additional alternatives will be considered to reduce impacts. If avoidance is not possible, measures to minimize or reduce the impacts will be evaluated and, where appropriate, included in the proposed action.

6.3.3.11 Section 4(F)

Initially codified in 49 United States Code (USC) 1653(f) (Section 4(f) of the USDOT Act of 1966), it was re-codified in 1983 in 49 USC 303, though the provision is still commonly referred to as "Section 4(f)." All USDOT agencies must comply with its requirements. The Section 4(f) regulations can be found in 23 CFR 774. FHWA's policy paper can be found at http://www.environment.fhwa.dot.gov/projdev/4fpolicy.asp. Section 4(f) prohibits the Secretary of Transportation from approving any program or project that requires the "use" of (1) any publicly owned parkland, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; or (2) any land from a historic site of national, state, or local significance (collectively, "Section 4(f) properties"), unless there is no feasible and prudent alternative to the use of such land and such program or project includes all possible planning to minimize harm to the park, recreation area, wildlife refuge, or historic site. As defined in 23 CFR 774.17, a historic site includes any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that are included in, or are eligible for inclusion in, the National Register.

During the analysis, if an alternative that does not use Section 4(f) land is found to be prudent and feasible, it must be selected.

An alternative is feasible if it can be designed and built. Thus most alternatives are feasible. Determining whether or not an alternative is prudent, whether or not it makes sense, is more difficult. The Section 4(f) statute on explaining all possible planning as defined in 23 CFR 774.17 notes that an alternative may be rejected as not prudent for the following reasons: it compromises the project to the degree that it does not meet its purpose and need; it results in unacceptable safety or operational problems; it results in additional construction, maintenance, or operational costs of an extraordinary magnitude; it causes other unique problems or unusual factors; it involves multiple factors that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude; or after reasonable mitigation, it still causes

- Severe social, economic, or environmental impacts;
- Severe disruption to established communities;
- Severe disproportionate impacts to minority or low income populations;

The Section 4(f) regulations, effective in April 2008, allow consideration of the value of the Section 4(f) resource when determining whether an alternative is prudent.

6.3.3.12 Utilities

The EIS will identify existing utility services and conduits within the SR 20 Improvements from Canton to Cumming project and will describe any potential relocation of these utilities as part of the build alternatives.

6.3.3.13 Underground Storage Tanks / Hazardous Materials

Hazardous materials and Underground Storage Tank (UST) surveys are performed for NEPA compliance to identify any possible present or future environmental concerns on or around the subject corridor. These assessments can help with early identification of potentially problem facilities affecting the project. The alternatives evaluated in the DEIS will undergo a formal Phase I UST/Hazardous Waste Evaluation per the Environmental Procedures Manual (July 2012) who is prequalified in this effort. Standards for identifying potential hazardous and contaminated materials concerns have been established in the American Society for Testing and Materials (ASTM) Standard E1527-05, entitled Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527). The hazardous and contaminated materials analysis will summarize results of a database review and any previous studies or investigations in the area to document any hazardous or contaminated soils or substances within the proposed area of construction.

6.3.3.14 Ecosystems

The ecosystems section will address wetlands and waters of the U.S. and State, stream buffers, protected species, invasive species, topography, and soils. A Phase I Ecology Resource Survey Report will be conducted according to the GDOT EPM (July 2012) for the existing SR 20 alignment between I-575 and SR 400 as well as all DEIS Alternatives. The first step will be the Phase I Ecology Resource Survey Report to be conducted along the existing corridor. It is assumed that a Practical Alternative Review (PAR) would be conducted, due to the potential need for a U.S. Army Corps of Engineers (USACE) Individual Permit. In anticipation of surveying an adequate corridor to enable the engineering to be accommodated and maintain a streamlined approach to the project schedule, a field survey of the existing SR 20 corridor using a conservative 1000-foot corridor width consisting of 500 feet on either side of the proposed center line would be conducted. Avoidance and Minimization measures would be evaluated through coordination with engineers for these alignments. Consistent with the EPM, an Ecology Assessment of Effects Report would be developed for all the DEIS Alternatives. Once the Ecology Assessment of Effects Report is completed, Section 7 Consultation would be initiated. Based on the presence/absence of federal protected species, suitable habitat, and/or Critical Habitat, and the potential for the proposed project to affect species and/or habitat, the Section 7 consultation process would involve determinations that the project would have on species. These determinations include "no effect" to a species, which requires no consultation with USFWS; "may affect, not likely to adversely affect", which would require informal Section 7 Consultation; or for projects according to the Joint Coordinating Procedures that "have the potential to adversely affect listed species or critical habitat for which a Programmatic Biological Opinion has not been developed", which would require formal Section 7 consultation with USFWS. The informal consultation process would require USFWS concurrence on the determination. The Formal Consultation process includes GDOT preparing a Biological Assessment for the project's potential to impact federal protected species identified within the project. The Formal Consultation process is completed when USFWS issues a Biological Opinion.

6.3.3.15 Water Resources

The water use classifications will be provided for waters along the corridor. The streams along the corridor will be classified by the Georgia Water Quality Control Act as a warm water stream or cold water trout stream. The waterbodies along the corridor will be consulted as being on listed on the latest approved GA 305(b)/303(d) list of waters will be consulted and waterbodies for which a total maximum daily load (TMDL) is in effect will be identified. Potential impairments to waters will be discussed. A description of the Hydrologic Unit Code (HUC) in which the project is found, the river basin, major features, and existing conditions will be provided. A review of the wild and scenic rivers of Georgia will be consulted and a summary of any which occur within the project area will be described. Projects involving Federal funding require the consideration of impacts to floodplains (if any) under the requirements of NEPA and 23 CFR 650.113. A survey of the project corridor for floodplains as required by the provisions of Executive Order 11988 will be conducted. If the preferred alternative would result in a significant encroachment on a floodplain, GDOT will initiate coordination with the Federal Emergency Management Agency (FEMA) and by submitting project proposals to FEMA for comment. The proposed action will not be approved unless FHWA finds that the proposed significant encroachment is the only practicable alternative. This finding will be included in the FEIS and will be supported by the following information:

- The reasons why the proposed action must be located in the floodplain;
- The alternatives considered and why they were not practicable, and
- A statement indicating whether the action conforms to applicable state or local floodplain protection standards.

Coordination with FEMA will include furnishing a DEIS to FEMA and, upon selection of an alternative, providing a preliminary site plan and water surface elevation and technical data in support of a floodway revision request, if necessary. An analysis of the FEMA regulated crossings will determine if a Conditional Letter of Map Revision (CLOMR), Letter of Map Revision (LOMR) or a No-Rise Certificate would be required for this project. If the determination by FEMA would influence the selection of an alternative, input from FEMA will be obtained.

6.3.3.16 Construction Impacts

Construction impacts, though temporary, can result in adverse impacts to surrounding areas. The primary adverse impacts related to construction activities are typically traffic, vibration, noise, air quality and disturbance of contaminated materials. This section will discuss anticipated detours, including duration, timing, and location as well as coordination of construction with other local projects in the area. Construction impacts will identify potential proposed mitigation for the preferred alternative. A vibration study may be needed in the future as construction methods are evaluated. If a vibration study is required, this will be determined at appropriate steps in the project development.

6.3.3.17 Indirect and Cumulative Impacts

The discussion on indirect impacts should include the reasonably foreseeable indirect social, economic, and environmental changes caused by the development, which results from the proposed transportation project. Indirect (also referred to as secondary) impacts are changes that result from the proposed project facilitating development in the region. Indirect effects are those "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR 1508.8). According to the FHWA Position Paper, the "acceptable guideline for determining the area of influence is the geographic extent to which the project will affect traffic levels." The area of influence for the indirect effects analysis will be clearly defined and would vary from resource to resource. The scoping phase is critical for a cumulative effects analysis. Scoping will identify the baseline conditions and the relevant past, present, and future actions that relate to the analysis. Through the scoping process for the project, information for the cumulative effects analysis will be obtained. The evaluation will establish a geographic scope and time scale for the project impact area. For this EIS, the recommended study area for indirect and cumulative impacts would vary from resource to resource.

7.0 Agency Coordination and Public Involvement

The draft ACP prepared for this study includes the identification and involvement of agencies in the SR 20 EIS environmental review process. These agencies include lead, cooperating and participating agencies, tribal governments, and non-governmental agencies with an interest in the project. The plan also includes a means for public involvement in accordance with SAFETEA-LU, Section 6002, as amended by MAP-21, and 23 CFR 771.111, which set forth the requirements under NEPA for early coordination, public involvement, and project development in the processing of highway projects. The project's PIP provides additional detail pertaining to opportunities for agency and public involvement. The draft ACP summarizes how the agencies and public will be engaged in the process and will be subject to revision based on agency comment received during the Scoping Process. The PIP is a "living document" that addresses techniques for public coordination and stakeholder outreach and may be revised throughout the project as more information is collected regarding effective outreach techniques and adjustments are made based on lessons learned during the process. Both documents are publicly available for review via the project website at www.dot.ga.gov/sr20improvements.

7.1 Agency Coordination Roles

Section 6002 of SAFETEA-LU created a new Section 139 of Title 23 of the U.S.C. that mandates, among other requirements, that the lead agency must establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project. As part of the ACP, and after consulting with each participating agency and with the state in which the project is located, the lead agencies may establish a schedule for completion of the environmental review process for the project.

7.2 Lead / Oversight Agency

FHWA is the lead Federal agency, and GDOT is the lead state agency. Lead agencies bear essential responsibility for preparing the EIS in accordance with Federal statutes and regulations, and provide oversight and involvement in managing the environmental review and issue resolution processes. These agencies are responsible for:

- Participating as part of the project management team;
- Developing and implementing the Agency Coordination Plan;
- Identifying, inviting and involving agencies in the environmental review process;
- Providing agency and public involvement opportunities to define the purpose and need of the project, determine the alternatives, and determine methodologies and level of detail for analysis of alternatives; and
- Supervising preparation of the EIS.

FHWA as the lead Federal agency for the SR 20 EIS is responsible for compliance with the following:

- NEPA;
- NEPA-related Federal environmental statutes and regulations;
- FHWA's environmental regulations contained in 23 CFR 771 (Environmental Impact and Related Procedures);
- FHWA's Civil Rights regulations contained in 23 CFR 200;
- FHWA's coordination with applicable resource agencies regarding project impacts to navigable waters and floodplains contained in 23 CFR 650;
- FHWA's responsibilities about the prudent use of Federal funds for the acquisition, management, and disposal of real property contained in 23 CFR 710;
- FHWA's responsibilities to abate highway traffic noise and construction noise contained in 23 CFR 772;
- FHWA's responsibilities to mitigate for impacts to wetlands and natural habitats contained in 23 CFR 777; and
- Section 4(f) of the DOT Act of 1966 and related regulations contained in 23 CFR 774 (Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites).

FHWA's environmental regulations, 23 CFR 771 and 23 CFR 774, will serve as the baseline regulation for purposes of ensuring procedural compliance with NEPA and Section 4(f), respectively. The agency's environmental requirements and technical and financial evaluation criteria will be applied as appropriate to ensure statutory responsibilities and concerns are addressed in the environmental document.

FHWA will be responsible for coordinating the U.S. Department of Transportation (USDOT) review of the EIS. The FHWA will also coordinate the project with other non-USDOT Federal agencies with jurisdiction by law or special expertise. FHWA will review environmental documents as required and outlined in the 2012 Stewardship and Oversight Agreement between FHWA and GDOT.

7.3 Cooperating and Participating Agencies

A cooperating agency is defined as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" (40 CFR §1508.5). A state, regional, or local agency of similar qualifications, or a Native American tribal government when the effects are on lands of tribal interest, may, by agreement with the lead agencies, become a cooperating agency. In addition, "a cooperating agency may adopt without re-circulating an EIS of a lead agency when, after an independent review of the statement, the cooperating agency concludes that its comments and suggestions have been satisfied" (40 CFR §1506.3). This provision is particularly important to permitting agencies, such as the U.S. Army Corps of Engineers, who, as a cooperating agency, routinely adopt Federal environmental documents.
A participating agency is an agency with an interest in the project. Designation as a participating agency does not imply that the participating agency has any jurisdiction over or special expertise concerning the proposed project or its potential impacts. A participating agency will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, participating agencies will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

7.3.1 Invited Parties

FHWA and GDOT will distribute invitations to cooperating and participating agencies. FHWA will be responsible for inviting Federal agencies and Native American tribal governments. The Scoping Booklet, Agency Coordination Plan, and Public Involvement Plan will also be included with the invitation. Invitations will be sent by mail. A copy of each invitation and response will be maintained in the project file. The invited agencies will have 30 days to respond to the invitation to attend an Agency Scoping Meeting and to comment on the documents. Every effort will be made to reach each invited agency in advance of the Agency Scoping Meeting. If a mail, email, or verbal response has not been received from an invited agency ten (10) business days ahead of the Agency Scoping Meeting, a phone call and reminder email will be extended to the invited agency from the project team. If the invited agency fails to respond and does not attend the Agency Scoping Meeting, the project team will make a third attempt to reach the agency via email and phone to allow for comment on the meeting materials. If no response is received after the third attempt, per SAFETEA-LU/MAP-21, non-responsive federal agencies will be treated as participating agencies. Other agencies who do not respond will remain on the mailing list for future project activities so they may become involved in the future if they choose to do so.

7.3.2 Preliminary List

The agencies listed in **Table 7.3.2** will be invited to participate in the environmental review process in accordance with the provisions included in the Agency Coordination and Public Involvement Plans.

Table 7.3.2 : Preliminary List of Cooperating and Participating Agencies, and Tribal Governments

Agency Type	Agency	Coordination Level
Federal	U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS)	Participating
	U.S. Department of the Interior – National Park Service (NPS)	Participating
	U.S. Department of Transportation – Federal Transit Administration (FTA) (Region IV)	Participating
	U.S. Environmental Protection Agency (EPA) (Region IV)	Participating
	Federal Emergency Management Administration (FEMA)– Mitigation Division	Participating
	U.S. Army Corps of Engineers (USACE) (North Area Section – Regulatory Branch)	Cooperating
	U.S. Department of Housing and Urban Development (HUD) (Regional Office of Community Planning and Development	Participating
	U.S. Department of the Interior - Fish and Wildlife Service (USFWS) (Southeast Region)	Cooperating
	Advisory Council for Historic Preservation (ACHP)	Participating
	US Geological Survey (USGS)	Participating
	Natural Resources Conservation Service (NRCS)	Participating
	Appalachian Regional Commission	Participating
State	Georgia Department of Natural Resources (DNR)	Participating
	Georgia DNR – Environmental Protection Division (EPD)	Participating
	Georgia DNR – Wildlife Resources Division (WRD)	Participating
	Georgia Department of Natural Resources- State Historic Preservation Office (SHPO)	Participating
	The Georgia Trust for Historic Preservation	Participating

Table 7.3.2 : Preliminary List of Cooperating and Participating Agencies, and Tribal Governments

Agency Type	Agency	Coordination Level
Municipal / Regional	Georgia Mountains Regional Commission	Participating
	Atlanta Regional Commission	Participating
	Cherokee Area Transit System (CATS)	Participating
	Georgia Regional Transportation Authority (GRTA)	Participating
	Forsyth County Board of Commissioners	Participating
	Cherokee County Board of Commissioners	Participating
	City of Ball Ground	Participating
	City of Milton	Participating
	City of Canton	Participating
	City of Cumming	Participating
	City of Holly Springs	Participating
Tribal Governments	Alabama-Coushatta Tribe of Texas	Participating
	Eastern Band of Cherokee Indians	Participating
	Muscogee (Creek) Nation	Participating
	Muscogee (Creek) National Council	Participating
	Poarch Band of Creek Indians	Participating
	Seminole Tribe of Florida	Participating
	Thlopthlocco Tribal Town	Participating
	United Keetoowah Band	Participating

7.4 Public Involvement Plan Highlights

As required by the FHWA and in accordance with Section 6002 of SAFETEA-LU legislation and amended by Section 1305 of MAP-21, as well as 23 CFR 771.111(h), and based on GDOT's Public Involvement Policy and Guidelines, a PIP has been developed for the project. The PIP details the activities designed to convey desired project information to audiences, and the opportunities offered to collect input on decisions that affect the communities. Public input is vital to the project's success and FHWA and GDOT will be committed to providing meaningful public involvement opportunities throughout the process. Agencies identified in the Agency Coordination Plan will be invited to participate in public outreach activities; will be invited to provide input on the information to be shared with the public through the TAC meeting venues; and will be provided summary results of recent public outreach events.

7.4.1 Public Involvement Plan Goals

The PIP is designed to involve agencies and the public as participants and enable them to provide meaningful input to the outcomes of the SR 20 Corridor Improvements EIS. The plan strives to establish new forums for information exchange while also taking advantage of existing groups and organizations. Outreach efforts will educate, inform and involve the public as to the purpose and progress of the project by highlighting local issues, technical considerations, and potential impacts. Outreach techniques are designed to encourage participation in the public process and to generate meaningful feedback. The plan provides tools for both disseminating project-related information and gathering public input that reflects the concerns and interests of cross county/state travelers, local commuters, and the community within the project area. The public involvement process includes education of stakeholders to ensure full understanding of the project.

The PIP is a working document that can be adapted based on project and public needs. It details various communication techniques, which may be amended, to encourage the public to participate in the transportation decision-making process. It is intended to ensure ongoing public participation using a variety of tools and techniques to invite and encourage the public to learn about and become involved in the project. The PIP describes a comprehensive program that would engage many diverse stakeholders at various milestones in the project development process, which are detailed in the PIP. Key goals of the public participation efforts are:

- To identify unique and changing conditions and circumstances of the project and the public.
- To engage the public with various outreach techniques early and often throughout the duration of the project.
- To provide flexibility in order to be responsive to the public's request for information and on-going involvement.
- To provide a mechanism through which comments can be incorporated where possible and appropriate during all phases of the project.

The PIP is a "living" document that will be refined during each phase of project development, where revisions will be captured through the Revision History table in Section 14. The PIP is available on the project website at www.dot.ga.gov/sr20improvements.

7.4.2 Public Involvement Tools

Public participation in the environmental review process includes a variety of means to engage and inform the public about the project including: media releases, fact sheets and newsletters, general notification mailers, project website updates, individual and group contacts, circulation of draft documents, workshops, and scoping and public meetings. FHWA and GDOT will initiate outreach activities to key stakeholders and target audiences to introduce the project to the community, frame the structure of the public involvement process and articulate how input will be integrated to inform the SR 20 Improvements from Canton to Cumming project development process, and establish on-going forums for two-way engagement. A variety of techniques will be utilized and tailored to the audience to provide equitable opportunities to participate in the process. The following are the three major goals for outreach:

1. Education on the NEPA process and the project development phase will be a cornerstone for this public involvement process.
2. Material and messages developed will be clear and understandable.
3. Comments received from public outreach activities will be documented based on established criteria to comply with the NEPA process.

Outreach activities will be varied in their approach in order to encourage participation across different audiences, with sensitivity to the fact that groups receive information in different ways. The PIP is a document that will continue to develop as the project progresses and will be tailored to meet the needs of the project. The following are tools that will used to actively engage stakeholders and the public:

- NEPA Scoping Activities
- Contacts Database
- Section 106 Consulting Party Efforts
- Listening Tour/Stakeholder Interviews
- Citizen Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Public Information Open Houses (PIOHs)
- Public Hearing Open Houses (PHOHs)
- Website Tools
- Environmental Justice Outreach
- Speaker's Bureau
- Information Kiosks
- Social Media
- Newsletters/Fact Sheets/Presentation Materials, and
- 'Frequently Asked Questions about the NEPA Process' Fact Sheet

7.5 How to Get Involved

Specific activities anticipated in support of the SR 20 Improvements from Canton to Cumming public involvement effort are identified in **Table 7.5**.

Table 7.5 : Summary of PI Activities

Activity	Target Audience	Upcoming Dates*
Citizens Advisory Committee	Identified Stakeholders representing a variety of perspectives	Spring 2013
Technical Advisory Committee	Key Planning and Technical Partners	Spring 2013
Public Scoping Meeting Open Houses	General Public, EJ Population	Spring 2013
Web Site	General Public	Ongoing
Speakers Bureau	Existing Community Groups	Spring 2013
Information Kiosks	General Public, EJ Population	Spring 2013
EJ Outreach	Low Income and Minority populations	Spring 2013
Social Media	General Public	Spring 2013
Newsletters/Fact Sheets	General Public	Quarterly
Public Information Open Houses	General Public, EJ Population	Fall 2013
Public Hearing Open Houses	General Public, EJ Population	2016

*Event locations are to be determined. As they become available, they will be posted on the project website at www.dot.ga.gov/sr20improvements, amended into relevant documents, and publicized to target audiences in a variety of formats.

8.0 Project Contacts

For further information regarding the SR 20 Corridor Improvements from Canton to Cumming EIS, please contact:

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